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DEATHS.

At Tenteriffe, Thomas WALLACE McILRAITH,
of London, formerly of Shanghai.
On November 21st, at Vancouver, B.C.,
Canada, LILLIE, the wife of GEORGE R.
ATKINSON, and eldest daughter of JAMES AND
LILLIE WARE, Shanghai, aged 25 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, DECEMBER 28TH, 1910.

In a recently-published book dealing with the industrial developments in England in the eighteenth century, it is recorded that at the beginning of the century English industry was carried on under medieval conditions: at the end of it the conditions were almost those which now prevail. In the days of Queen ANNE, England was a pastoral country exporting corn and raw materials, and as regards manufacturing industries less advanced than her Continental contemporaries. "There were few industries," we read, "and those domestic. Here and there were localities in which infant industries were showing signs of organisation, principally in places in which immigrant aliens had settled, driven from their own lands by foolish religious persecutions and bringing with them knowledge and skill to say nothing of character and courage, that their ignorant persecutors were too bigoted to appreciate." The parallel between the state of England in the eighteenth century and the state of China in the present is obvious. China is on the eve of a great industrial as well as political revolution. Just as mechanical power

revolutionised English industry and filled the land with factories in which all descriptions of goods were produced by machinery, so may we note now the beginnings of a development in China which is destined before this century closes to change the whole aspect of life in this vast country. China in this respect has this advantage over the Great Britain of a century ago: mechanical power was then in its infancy: for China there are available mechanical appliances which have been brought by Western science and ingenuity to the highest pitch of perfection, and on that account more rapid advancement is possible if the inclination or rather the determination exist as we believe it does. It is true that it will be many years before China ceases to be the cheapest labour market in the world, or one of the cheapest, but there can be no question that the awakening of China represents the beginning of an appreciation of all values throughout the empire, just as was the case in England in the eighteenth century and in Japan in the latter half of the nineteenth century. When we contemplate the future of China, now that she is arousing from the sleep of centuries, in the light of the experience of other countries, so far as their industrial development is concerned, we can conjure up in our minds the picture of a China vastly different at the end of the century from what it is now. We are not among those who fear that the industrial revolution in China on Western lines spells industrial ruin in foreign countries. Just as the wants of every other country have increased pari passu with its development and progress, so are the wants of China likely to steadily increase. In the last forty years the sterling value of the imports from foreign countries into China has trebled, and still the value last year fell short of £55,000,000. The trade of Japan amounts to nearly as much. Compare this figure with Great Britain's imports, which amount to six hundred millions sterling a year, or with the imports into the United States, which amount to about two hundred and forty millions a year, and we can form some idea of the benefits likely to accrue to the trade of the world from the industrial development of China and the higher standard of living for the Chinese people which will inevitably follow.

Yesterday was another blank day at the Magistracy.

The English mail of the 26th November was delivered in London on the 24th inst.

His Excellency the Governor has been pleased to approve that 2nd Lieut. Churchill, Ceylon Light Infantry, be attached to the Infantry Company of the Hongkong Volunteer Corps.

On the 25th instant a band of eight armed robbers held up a number of stallholders in the Yuen Long market in the New Territory. They looted the homes of their victims and escaped with a considerable quantity of clothing and money.

Mr. William Clarke Cowie, chairman and managing director of the British North Borneo Company, of Mayfield, Blackheath Park, and 37, Threadneedle-street, E.C., who died on September 14, left £53,759. With the exception of a legacy to the executor, the whole of the property goes to his wife and two children.

The party wall between Nos. 1 and 3, Shelley Street, is believed to be giving way. On Monday one of the occupants notified the police that the houses were unsafe, the police forwarded the information to the Public Works Department, the occupants were ordered to quit immediately, and the buildings were shored up preparatory to repairs being effected.

From Peking the *China Critic* learns that the Board of Communications has decided to accede to the request of Germany and start work on the line connecting Tschon, on the Tien-tsin-Pukow Railway, as soon as the Northern section of the former Railway is completed next year. It is expected that the construction of the Kiao-chou-I-chou Line will be taken in hand simultaneously.

On Christmas Eve a junk was pirated in Deep Bay, near Chekwan. The vessel was boarded by eight men armed with revolvers who are said to have come from Chinese pirates. Their threats of vengeance had the effect of quieting the frightened seamen, and the pirates promptly transferred all the valuables on the junk to their own boat and steered for the Chinese littoral.

The Oriental Development Company, says the *Seoul Press*, has received an unexpectedly large number of applications for settlement in Chosen from Japanese farmers. It is stated that he company has decided to accept the application of seven organized bodies and about one hundred individuals and negotiations are now being carried on between the company and those applicants. In January next representatives of the would-be settlers are expected to arrive in Chosen to make preparations, while the settlers themselves, numbering some 600 in all, will arrive by March or April next.

Mr. Ivan Chen, First Secretary to the Chinese Legation, will leave London early in January for the Foreign Office in Peking.

A Chinese contemporary at Peking reports that the Hankow Electric Lighting Company has contracted a loan of one million two hundred thousand dollars from a Japanese financial concern. The contract has been signed by the Viceroy.

The *Northern Times* publishes the following special dispatch: "One hundred and twenty guilders at Canton have combined to protest against gambling. Notices are scattered broadcast demanding that gambling houses be closed within three months. If their demand is not acceded to, they will take the matter into their own hands."

Monday was devoted by the Volunteers, Scouts and Reserves to field operations in the New Territory, about 250 all told being engaged. The scheme was that the Scouts were to advance from Faulung and threaten the important railway centre of Taipo, it being the duty of the Volunteers to prevent them from cutting the railway line. The decision of the umpire is not made known yet.

There are two new events in the programme of the Hongkong Jockey Club meeting next February. On the first day there will be a race over a mile course for the Gold Cup presented by the Officers of the Buffs before their departure from the Colony. The other new race is for the American cup presented by American citizens resident in Hongkong. This race takes place on the third day. A handicap cup from Tiffey's reached the Colony a few days ago.

It has become clear, the *Seoul Press* states, that the bean crop in Chosen was remarkably good this year. It is estimated that the total yield of beans exceeded 2 million *koku* this year, whereas in 1908 it was 1,900,000 *koku* and in 1907 1,530,000 *koku*. Thanks to this, as well as to the comparatively high prices ruling at the market in Japan proper, Korean beans are being exported there in large quantities. The total amount of Korean beans exported last year was 2,826,285 yen in value, but this year up to the end of November the exportation of beans has already amounted to 4,711,655 yen. It is expected that during the present year the Korean bean export will amount to over 5 million yen in value.

According to the *Yunnan Press*, U.E. Wu Ting-fung, the Ex-Minister to Washington, now residing privately at Shanghai, is likely to come back to public life. His diplomatic experience and legal learning have given him a very high reputation in the eyes of both Chinese and foreigners. Having declined the invitation of the Commissioners for the Study of Constitutional Government to join the Bureau, the Grand Council intends to appoint him Excellency as the Treaty Revision Commissioner at Shanghai in the place of H.E. Shang Han-chuan. The legal knowledge of H.E. Wu Ting-fung, particularly in relation to commercial laws, is remarkable, will come in useful in the drafting of commercial treaties.

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THE STRAITS FREIGHTS BILL.
OPERATION OF THE MEASURE SUSPENDED IN THE COLONY.

The Legislative Council of the Straits Settlements met on the 17th inst. for the purpose of considering a motion exempting from the operation of the Freight and Steamship Bill 1910, all the Settlements of the Colony.

Introducing the motion, which was couched in the following terms—"That this Council exempt from the operation of the Freight and Steamship Ordinance, 1910, all the Settlements of the Colony"—Mr. Evans said the bill was duly transmitted to the Secretary of State to be laid before the King, but up to the present no intimation had been received that His Majesty approved of or disallowed it, or had given any further directions upon it. A memorandum by His Excellency (reproduced below) set out in some detail the steps which led to the present situation, but it was perhaps convenient to briefly refer to those steps now. From the very first conception of the bill, His Excellency had expressed the hope that it would never be necessary to bring it into operation, but that the persons against whom it was directed would appreciate that Government was determined to put a stop to the objectionable combination of shipowners and shippers, and that those persons would in consequence make other arrangements by which the necessity for the ordinance would be obviated. Government objected to the agreement between shipowners and shippers, by which the latter were bound to support the former in keeping up freight rates. It also objected to five per cent. of freights levied upon all and divided amongst a few. It further objected to the inclusion within the net of the conference of all manner of produce, valuable or cheap; but it would be content with a form of conference, if such were desired, which would include only the more valuable articles of produce, the freight on which bore only a small proportion to the cost of production.

CONFERENCE IN LONDON.

If the conference was prepared to amend its agreements and regulations on these lines, the Government felt that it would attain the object it set out to accomplish, and the merchants of the Colony would have a free hand to ship their produce by conference steamers or any others. In pursuance of this object, Government had held interviews with representatives of the conference out here, and had endeavoured to arrange a basis upon which negotiations might be entered into between Government and the conference. The result had been forwarded to the conference managers at home and to the Colonial Office, the result being that subject to this basis Government was prepared at the desire of the conference to enter into negotiations. The political situation at home had doubtless interfered with a speedy decision, but on Thursday last Government received from the Secretary of State intimation that the conference was prepared to consider the abolition of this 5 per cent. special commission in future agreements, and to negotiate generally on the situation if the Governor could arrange to see them for that purpose. His Excellency had made arrangements for a short visit to England and with the approval of the Secretary of State had decided to accept the conference suggestion, it now became necessary to exempt the Colony for the time from the operation of the ordinance. No doubt many would blame the Government and tell it that, notwithstanding its fine words, it was after all afraid of the conference and was shrinking down. He was not prepared to admit Government was afraid, but he would admit that Government would prefer to see a friendly arrangement by which the Colony would still have the assistance of the splendid fleet of steamers now calling here, while at the same time there would be sufficient rough, cheap cargo to attract to the wharves many steamers which are now daily passing our gates because there is nothing for them if they call. Government did not wish to drive away the conference ships, because it recognised that they provided a first-class service of steamers and were invaluable to the trade of the Colony. But, Mr. Evans added, we will not allow them to take possession of our ports and to cry huzzas off to any steamer outside their own ring which may venture to approach the port. The ports of this Colony are free ports, and this Government is determined that they shall be really free, and that every steamer which desires to come in shall be welcome and that every merchant shall be free to ship his produce by any steamer, or in any way which he thinks fit, without dictation from anyone.

Mr. Saunders seconded the motion.

Dr. Galloway hailed the resolution with grave regret, because it fell far short of the aims of the Bill. He could only express the hope that any concessions made would be small. It was reported that there had been a certain amount of disturbance in shipping business, which would increase. What steps had the Government taken to protect shippers under these circumstances? At present all the onus rested with the conference.

THE GOVERNOR REPLIES.

The Governor said that Dr. Galloway practically declared that Government was giving away the object for which the bill was introduced. All his Excellency could say was that as far as Government was concerned, they had not given away one jot or tittle of the object. The object of Government throughout had been, not one of implacable hostility to conferences but an implacable hostility to the conference as it existed in this Colony. In that, Government had the unanimous support and declaration of the Royal Commission which considered the question of conferences in England. The object which Government set out to secure was to put an end to the agreement between merchants and shipowners under which merchants bound themselves not to encourage shipping competition with the conference; bound themselves to assist the conference in maintaining freights; and, in consideration of that obligation, accepted a certain percentage of the total freights earned by the conference. That was an agreement which, as a Government, considered against public policy, and it was against that they decided to take action by means of that bill. To suggest that they intended to destroy the conference altogether, to forbid, for instance, that a merchant or a group of merchants and a certain shipowner should supply so much tonnage per month or so much produce per month—an agreement which, obviously, might be of great convenience both to the shipowner and the merchant—that was a matter they would not for a moment have interfered with. Nor did they dream of attempting to forbid or interfere with any agreement by which a large shipper should agree, in consideration of the amount of his shipments, special discounts or rebates. Dr. Galloway said they had no guarantee that the conference would not refuse to take cargo after January 1. They had no reason to believe they would do so when they received the announcement that the bill was suspended. They took it that the conference, as honourable men, would not take any persistent step which would render any negotiations with them impossible. He did not know that they should ask for any

further guarantee. There was scarcely time, but he thought they might take it that the conference were prepared to do what was indispensable, viz., to leave matters in the status quo until negotiations had either succeeded or failed. He was sorry that as regarded the correspondence referred to in the memorandum of it had been under confidential cover, and therefore he was not in a position to lay it before the meeting in session. He thought that a fairly full summary of it had been given, and he hoped it was sufficient to enable members and the public to see that so far as the Government was concerned they had consistently endeavoured to reach an agreement and had no desire to cause such a tremendous dislocation of the trade of the port as would have resulted in the bringing into force of the ordinance. If they had succeeded at least in getting the other side to agree to discuss the question on the basis they knew they were prepared to discuss it as they thought they had accomplished something and, in any rate, if they had not accomplished it, all they wanted would be another resolution of the Council which would put them in exactly the same position as they were in yesterday. The resolution was then put and carried.

THE GOVERNOR'S MEMORANDUM.

On August 23rd, after the shipowners' delegation had interviewed the Secretary of State, Messrs. Anderson and Buckland waited upon me in accordance with instructions from their principals, to ascertain what rates of freight from the Colony were unduly high and my grounds for that opinion. I informed them that I was not prepared to discuss rates of freight on individual articles. I agreed in the views expressed by the delegation that it was not part of the business of the Government to attempt to fix reasonable freights, and that even if I were to attempt such a task and obtained some reduction, there could not, under existing circumstances, be any guarantee that the reduction would not be swept away next month. The Government considered that rates generally, as judged by the standard of pre-conference days, were too high and desired a conference limited to the Calcutta conference to certain articles, so that as regards the general trade of the Colony we should have the only possible guarantee—that of free competition for reasonable rates.

The existing agreement between merchants and shipowners was a barrier to that and the Government desired to put an end to it and to the tax of 5 per cent. on freights which it levied. I requested them to communicate our views to their principals and informed them that we intended to proceed with the Bill and that the next move lay with them. On receiving the full report of the proceeding at the interview with Lord Crowe, I wrote to his Lordship explaining at length the policy of the Government, and at the same time wrote a letter to the leader of the delegation explaining the position to him, and saying that if he could do anything to bring about an honourable and lasting settlement which would give producers, merchants and shippers all a fair chance, no one would be more pleased than myself. I requested the Secretary of State, if he approved of the terms of my letter, to have it forwarded to Sir James Mackay, and he informed me that he did approve and had sent the letter on.

REFUSALS OF CARGO.

After the ordinance had been passed and sent home by the mail of November 3, I telegraphed to the Secretary of State that the ordinance had been sent, urging an early decision, as the shipowners were, I understood, refusing to book cargo beyond December 31. At the same time, I repeated my readiness to negotiate on the basis of either a list of articles to which the rebate system might apply, or of a list of articles to which it should not apply, though I would prefer the former, but that the agreement with the merchants to sit in maintaining freights and the special tax must be terminated, though I had no objection to special discounts to large shippers on their own shipments. Having heard from a private source that the Colonial Office had been approached with a view to negotiation, I telegraphed again on November 7, repeating my readiness to negotiate, and that if I could be granted leave next year I would go home for the purpose. I did not receive any reply.

SECRETARY OF STATE'S ADVICE.

I have now received a message from the Secretary of State informing me that the conference state that they are of opinion that while there may be no difficulty as regards the special commission to the merchants being dissolved in any future agreement, beyond this expression of their views they are not prepared to bind themselves beforehand as to the details of any future conference arrangements, and that they are willing to discuss the situation with me.

The Secretary of State adds that he does not regard the answer as very satisfactory, but if I concurred it might be desirable to suspend the ordinance for six months and that I should proceed to England to negotiate with the conference. I have replied that I concur and that I would bring the question of suspension before a meeting of the Council on the 17th instant, and would arrive in England early in May next. I added that I presumed that the shipowners would withdraw their orders to refuse to book cargo after December 31.

THE SUBMARINES FOR HONGKONG.

Anton the question of sending submarines to Hongkong for service on the China Station, a question which is being much discussed just now in torpedo circles in the fleet, says the Globe's writer on naval topics, speculation is rife among those not in the know as to what means will be adopted to get these small craft to those distant waters, and which class of boats will be sent. I ventured the opinion the other day that the vessels selected would proceed under their own power to Suez, and then be placed in lighters and towed to their distant destination. Possibly they might proceed to Aden before they are placed in barges, as they could easily manage the Red Sea voyage, but there is the consideration of apparatus at this seafly equipped port, to get the vessels on board suitable lighters. There is also the question of a mother ship at Hongkong, but there are vessels of the *Vestal* type in the Pacific which will never return to the United Kingdom again, and which could easily be converted into a "parent" for a small submarine flotilla. As the number of boats of the D and E classes become available in goodly numbers for service in the home waters and narrow seas, foreign depots, like Hongkong and Malta, will no doubt be reinforced or stocked with a number of one of the older classes of boats. Whether the A, B, or C classes will first be drawn upon for foreign service remains to be seen; but it is hardly possible that the A will be sent abroad, since they are largely appropriated for harbour defence at home, while the B have Devonport as their headquarters, and their limited cruising area is against their selection. The C class, however, are modern boats with every quality required for service on the China Station, in our present position in submarine development, and as we now have a large number of this class of craft, it may be considered that a few of the first can be spared for foreign depots.

It is quite likely that Austrian passenger steamship companies engaged in long sea trades have little or no objection to the proposed regulation. Probably, indeed, they have, to some extent, anticipated its requirements. Some interest, however, will attach to the details of the regulation. Sir Edward Sasecon's bill, it may be remembered, would not have become operative for twelve months. At the expiration of that period no ship, British or foreign, carrying passengers, or fifty persons, including passengers and crew, could leave a British port without a wireless equipment, under a penalty of £1,000. There would be a lien on the ship till the fine was paid. Coastwise traffic, it is true, would be exempt, but even so, the bill was far-reaching as well as drastic.

Fortune awaits his genius for invective if he

decided to subject a foreign ship to such a severe penalty, even if it thought a British vessel should be so dealt with. At present, however, the attitude of the Board of Trade appears to be that wireless telegraphy is extending so rapidly that there is no need for compulsion.

NOTES AND NEWS.

BRITISH OFFICERS AT CHICAGO.

The British Cavalry officers showed up best among the competitors at the Chicago Horse Show. They won five first, five second, and five third prizes.

HOW TO LIVE LONG.

Mr. John Bigelow, author and diplomat, who was the United States Minister to France during the Second Empire, has just celebrated his ninety-fourth birthday. To a 51-year-old representative, he has given the following recipe for longevity: "Live cleanly and healthfully. Drop irksome business when you begin to feel it taxes. Don't allow it to tax your youth. I realized forty-five years ago, before I was fifty, that it was time for me to retire from active business, and so I retired—that is, I made a business of performing only such labours as were pleasing to me. The result is I conserves my nervous force, vitality, and brain power."

THE LAND LOSING ITS CUNNING.

We learn through a French paper that we are in danger of losing the use of our hands. The insertion by a medical authority, and a little reflection will lead us to pause before accepting this theory. Our hands in effect become less cunning and adroit through our availing ourselves of every mechanical appliance at our disposal. In times past women were skillful embroiderers and workers of lace, but the sewing machine has deteriorated the work of the hands and fingers, because, in the case of the mercenary worker, it renders a better return for her labour. By degrees the hands become stiffer, and in time, says the authority before cited, there will be nothing for the ten fingers to do.

A DIVINE'S FANCIER.

The late Dr. MacGregor, of St. Cuthbert's, Edinburgh, whose death occurred a few days ago, had a favourite parrot, a brilliant linguist and remarkably "quick study." As he was going into the country for a month Dr. MacGregor arranged with a friend who had a parrot to take charge of his pet. He ordered his beadle to carry the cage to the bird's new abode. It was a wet and stormy night, and the beadle grumbled to himself in language unbecoming a minister's man, while the parrot listened. So when he was set down in the parlour of a saintly lady, and the cover removed, the bird addressed itself directly to the other parrot—"Ye d—d ugly beast, if it was for you I widna ha been cot to the night."

WARMING THE DEVIL.

An almost incredible case of superstition is reported from Rihal, near Grosswurzen, Hungary (says the Vienna correspondent of the Leader). The place for the first time recently experienced an earthquake, a series of violent shocks shook the neighbourhood, some being so violent that the church bells rang. The villagers were greatly alarmed, and consulted an old woman quack of the place, who declared that the shocks were the groans of the devil, who suffered cold and hunger. Thereupon the peasants threw a number of calves and goats into a chasm outside the village to appease the devil's hunger, and set fire to the bishop's forest in the neighbourhood to provide him with warmth. The quick and several peasants have been arrested.

A DEPRESSING CUSTOM.

What right have people (asks an American contemporary) to inflict their personal griefs upon friends? Is it right or in good taste for those who have buried their relatives to go about trailing their mourning emblems through thoroughfares which, without their depressing presence, would be gay? Do not the deep-bordered mourning cards and stationery adopted by bereaved families indicate vulgarity? It has long been known to physicians and psychologists that colour has a distinct effect upon the nervous organisation of every living creature. A patient suffering from a nervous disorder would never be permitted to play with mourning cards. It is a question, then, whether the privilege of wearing deep-bordered badges of woe through Government mails should not be prohibited by law as a public nuisance.

CRIME IN THE BRITISH NAVY.

A White Paper just issued shows that during 1909 167 seamen of the Royal Navy were tried by Court-martial. Seventy-two of the offences consisted in striking and attempting to strike a superior officer, while 26 were cases of theft and embezzlement. The total number of sentences was 96, of which 46 were of imprisonment and dismissal, with or without disgrace; and 48 imprisonment with or without hard labour.

During the period under notice the total number of summary punishments was 116,342, of which 107,043 were minor punishments.

In 31 cases men were dismissed from Service, in 2,616 cases men were dismissed from Service, in 6,499 cases the delinquents were placed in the cells, and during 1909 in 753 cases. So far as Royal Marines on shore are concerned, there were 37 Court-martials, and in 16 cases sentences were awarded: 12 for desertion, 13 for violence to superiors and insubordination, and 11 for making away with necessities.

It is stated that the number of Court-martials in the case of seamen and Royal Marines abroad is lower this year than that for any period since 1908, and since 1906 there has been a steady decline. The cases of mutiny, however, were fewer, while the number of summary punishments is also less.

COMPULSORY WIRELESS.

Several European countries, says the *aily* Globe, have debated whether the equipment of their passenger ships with wireless telegraph apparatus should be made compulsory. Austria alone has so far taken the plunge.

It is announced that all Austrian passenger ships, whose services carry them beyond Gibraltar, on the one hand, and beyond Aden, on the other, will, in future, possess means of wireless communication. Possibly it is a consideration of the circumstances attending the breakdown of the Austrian-Lloyd liner *Trieste* in the Indian Ocean which has led to this decision. This very incident, it may be remembered, was cited by Sir Edward Sasecon in support of his bill for the compulsory adoption of wireless by British shipping.

That measure was not seriously considered. The text of the cablegram sent to Mr. Lloyd is as follows:—

David Lloyd George, 11, Downing-street, London.

Offer him the use of an entire theatre,

and as a special inducement suggest that he

might be able to organise a Transatlantic cam-

paign against the House of Lords.

George is as follows:—

PEERS v. PEOPLE—IN ENGLAND.

The following interesting letter appears in

The Times:—

Sir.—It will have been noticed that Mr. Lloyd

GERMANY'S PHENOMENAL DEVELOPMENT.

SPEECH BY HERR DELBRUCK.

Berlin, November 25.

For three days the Reichstag has debated in regard to the interpolation of the Socialist Party, which asked what stops the Chancellor intended to take in view of the alleged scarcity of meat in the Empire. The subject has been thoroughly threshed out in the newspapers, and but few new arguments have been brought forward.

Now, as heretofore, the Socialist and Democratic Parties contend that the mass of the people cannot obtain the meat necessary for their nourishment, and assert that the situation will be improved only if the Government will open the frontiers to foreign cattle. Now, as heretofore, the Government and the Parties on the Right declare that there is no need for alarm, and that the increased price of meat is due not to local causes but to reasons which prevail even in countries which pursue a Free Trade policy.

The Government also contends that its duty is to watch over the health of the population, and that it would not be fulfilling this duty if it permitted live or slaughtered animals to be imported without thorough veterinary control.

The Secretary of State for the Interior, Dr. Delbrück, to-day delivered a long speech in which he again defended the Government's stand-point. In the first place, he said, the Imperial Health Office has issued a memorandum in which it is proved that the lower classes are not fed, for there is sufficient meat in the country to furnish the average quantity per head required by the population. He also pointed out the unpopularity of relying on other countries for meat, and stated that the export of cattle and meat by the United States, for example, which in 1900 was 10.6 of the total exports of that country, had sunk by 1909 to 5.9 per cent.

With reference to the general agrarian policy of the German Empire, Dr. Delbrück stated that the price of rye was higher from 1851 to 1855 than it had been in any year since the introduction of Protective tariffs, and that the case of wheat was similar. He declared that the price of meat had risen mainly under the influence of the improvement in the manner of living, and pointed out that protection was accorded not only to agriculture but also to industry. "Was it right," he added, to deduce from the fact that during the last thirty years the cost of production had increased that therefore the economic policy of the Empire was wrong?

Herr Delbrück contended that results were the only means of proving whether a policy was right or wrong; and continued: "Can it be said that a country has pursued a wrong economic policy when its national wealth has increased during the last ten years by £500,000,000, when its population has increased in the same period by about 880,000 annually, and when its population, notwithstanding that enormous growth, has found remunerative work to such a degree that emigration has almost ceased?" It is also untrue that only certain classes have benefited by this state of affairs, and I would remind you that this tariff and economic policy have enabled us to spend £200,000,000 up to the year 1907 in improving the social and political condition of our working classes, several millions of which came directly out of the pocket of the Empire.

The Secretary of State also cited the well-known social economist, Richard Calver, who has calculated, as previously mentioned, that in the period from 1896 to 1910 wages have increased by 37 per cent., while the cost of living by 22 per cent. He also pointed out that, although the workers might now pay more for bread, meat, &c., it was not only the price of these articles that was higher, but that their quality was considerably enhanced. Herr Delbrück also quoted Herr Adolf Wagner, who has said: "No other people has advanced during the Nineteenth Century as we Germans have, and no other people now permits itself more luxuries in all kinds in all classes from the highest to the lowest, from the workers to the capitalists."

"It is thus futile," concluded Dr. Delbrück, "to advance general theoretic considerations against an economic policy that has so greatly advanced and benefited the German nation." He added that it would always be the endeavour of the Government to safeguard the united interests of the people as a whole.—From the Berlin correspondent of the London Post.

MUSIC HALL WANTS MR. LLOYD.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For ACCOUNT OF THE CONCERNED, On FRIDAY, the 30th DECEMBER, 1910, at 11 A.M. at No. 13C, MACDONNELL ROAD, TOP FLOOR, Hongkong. THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE. Therein Contained. On View from 28th inst. Terms—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 27th December, 1910. [1436]

ELECTRIC MOTOR FOR SALE.

A 2½ h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER, HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November, 1910. [1307]

WANTED.

WANTED. BY an ENGLISHMAN, Post Accountant, Good References and Qualifications. Outports not objected to. G. W. PFFY—Care of "Daily Press" Office, Hongkong, 17th December, 1910. [1308]

NOTICES OF FIRMS

NATIONAL ASSURANCE COMPANY OF IRELAND. ESTABLISHED 1822.

THE Undersigned having been Appointed Agents for the above Company are prepared to accept Risks against Fires at Current Rates. REUTER, BROCKELMANN & Co. Hongkong, 19th December, 1910. [1402]

NOTICE.

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner in and Manager of The SUN SHING Firm of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly. CHAN MUI SAN, 23, Stanley St. est. Hongkong, 2nd December, 1910. [1344]

SAUSAGES! SAUSAGES!

OWN MAKE. DELICIOUS.

BEEF AND PORK SAUSAGES

25 and 35 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

NEW YEAR GOODS

CARDS, CRACKERS, DOLLS, TOYS, STAMPS, &c.

GRACA & CO. 1131 27, DES VŒUX ROAD, HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Borees and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1910. [1181]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

ONE CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [38]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th June, 1910.

INTIMATIONS

KOWLOON-CANTON RAILWAY. (BRITISH SECTION)

NEW YEAR HOLIDAYS.

On MONDAY, January 2nd, 1911, TRAINS WILL RUN to the SUNDAY TIMING. KOWLOON, Departure... 9.30 A.M. and 3 P.M. LOWU, Departure... 11.15 A.M. and 5 P.M. For Intermediate Stations, See Time Table.

FROM the 23rd December, 1910 and until the 8th January, 1911, both days included, the following SPECIAL FARES will be charged:

HONGKONG	CLASS.	
	1st return	2nd return
TAI PO	\$2.00	\$1.00
LOWU (OF FANLING (Frontier)	\$3.00	\$1.50

Tickets at the above rates, including the Trip across the Harbour both-ways by STAR FERRY, may be obtained at the Star Ferry Wharf, Hongkong.

Purchasers of Second Class tickets travel First Class on the Ferry.

BY ORDER. Hongkong, 20th December, 1910. [1414]

GRAND CHRISTMAS PARCELS.

JUST ARRIVED

LADIES AND CHILDREN'S WINTER WEAR, &c.

ADIES' FOLD COATS and Norfolk. Ladies' and Children's Gloves of all descriptions. Children's Jerseys and Caps, fancy style. Elegant and durable Coats of British make, and lots of other first-class goods for winter wear.

HOOSAIN-AH & CO., No. 14, Queen's Road Central, Hongkong, 24th December, 1910. [707]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form. PRICE ONE DOLLAR. Hongkong, 29th October, 1910. [1229]

FOR SALE

REMAINING Portions of MARINE TOLOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

APPLY—G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSDARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE—\$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910. [316]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

BY CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwaihsien, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends of Home.

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50.

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Hongkong, 10th June, 1910.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

ON WEDNESDAY, the 4th JANUARY, 1911, at 10 A.M., at the NAVAL YARD CAMBER, The Pontoon Lighter "M. E. G. O. H. M."

together with the fittings in One Lot as described herein.

As she now lies in Camber of the Naval Yard. The Admiralty does not guarantee the Lighter to be fit for further sea or harbour service.

The Lighter may be viewed for Seven Days before Date of Sale on production of an Inspecting Order which can be obtained from the Auctioneers.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty. Hongkong, 23rd December, 1910. [1425]

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Comprising—

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SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

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Hongkong, 22nd September, 1910. [1106]

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Hongkong, 2nd February, 1910. [151]

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NEW and COMMODIOUS SHOPS,

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KOWLOON MARINE LOT 43, Yau Ma Tei, Area 85,200 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
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Perfect Personal
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Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

AMERICA IN THE PHILIPPINES

THE AGRICULTURAL RESOURCES
OF THE ISLANDS.

(FROM "THE TIMES" SPECIAL
CORRESPONDENT.)

The people of the United States, in the Philippines, are trustees of a richer estate than as yet they seem willing to believe. As you become acquainted with the resources and beauty of the islands, you begin to share the impatience of the American resident with the depreciatory talk of the professional anti-imperialists of the Eastern States. The estate, it is true, is sadly neglected and undveloped, but it has almost bewildering possibilities. Both Americans, insisting on the potentialities of the islands, and Filipino Nationalists, dwelling on the blighting effects of American domination, are alike given to quoting figures which show that Porto Rico with a population only one-eighth as large as that of the Philippines, enjoys almost the same volume of foreign trade, while Cuba, with about one-quarter of the population, has a commerce nearly four times as great.

EXPORTS AND IMPORTS.

It has already been said that the problem of the Philippines is ultimately an agricultural problem. There is promise of considerable development in gold-mining. Certain native industries, such as the weaving of the native dress fabrics, the *fasin* and *pinalo*, embroidery, basket-weaving and hat-making, may be counted on to contribute regularly satisfactory if minor sums to the annual export trade. The forests contain undoubted stores of valuable timber. But none of these can, in the long run, be other than auxiliary to the main source of revenue, which must be found in the cultivation of the land.

For the fiscal year 1908-9, out of a total export trade of a little over £5,000,000, more than one-half is represented by the export of hemp. Owing to the low prices ruling during the year, this was a smaller proportion than in previous seasons, when this one commodity has generally furnished nearly two-thirds of the total exports, the remaining one-third, with the exception of about £250,000, being made up of sugar, copra, and tobacco in the order named. It has been officially stated, in advance of the publication of the actual figures, that the trade for the year just closed will show an increase of no less than 25 per cent; but while some of this will undoubtedly be the result of increased production much of the improvement will probably be found to be due to the better prices obtained, notably for sugar, owing to the establishment of free trade relations with the United States. At best, the trade of the Philippines is small; and the agricultural conditions are full of perplexity.

A NEGLECTED COUNTRY.

In addition to the above items, the staple food product of the islands is rice; but it is used for local consumption, and so far from furnishing any balance for export, the crop does not now come approximately near to supplying the needs of the inhabitants. In Spanish times it seems that the importation of rice for local use never much exceeded in any one year the value of £40,000. Since American occupation there have been times when it has been imported during the year to the value of £2,500,000. It is still import to the value of about £1,000,000; and it is a depressing sight, when travelling through rich provinces like Pampanga and Bulacan, both "home countries" in the sense that they are near Manila, to see great tracts of rice fields, which once were cultivated, now "rainata" and either over-grown with the pink-flowering sensitive plant till the whole landscape looks like one vast clover field or covered with the commercially worthless six-feet-high cover grass. There would be no cause for quarrel if the cultivation of rice was being abandoned for the production of more profitable crops; and in some of the islands there are, as a matter of fact, cases where land which was formerly given over to rice has been put under hemp. But this is exceptional. Speaking generally, land formerly cultivated has merely been allowed to relapse into wildness.

Twelve years ago the Philippines were the scene of war. Until eight years ago they were kept desolate by the suppression of the insurrection, while organized brigands, under the name of *Indios*, lingered still later. Since then the *indios* have swept over the land, so that it has been said, without any material exaggeration, "ninety per cent. of all work animals lay down and die." The common work animal of the Philippines is the *carabao* or so-called water-buffalo, and the value of a *carabao* is now about ten times what it was a few years ago, while *carabao*-stealing is the most troublesome form of crime with which the Constabulary has to contend. Attempts to replenish the stock by importation of cattle of various kinds from outside have so far not been over-successful, the imported animals not only too frequently dying before becoming acclimated, but also, it is claimed, introducing new disease with them. The Bureau of Agriculture, by the use of anti-*indio* serum, now has the situation well in hand, so that further outbreaks of the scourge are likely to be checked before they assume serious proportions; but there are those who believe that it will be necessary to wait until native in due course supplies the present deficiency of animals by the breeding of the existing stock.

Thus there are many excuses to be made for the bad condition of agriculture in many parts of the Philippines, but these excuses only partially explain the backwardness of the islands as a whole, for which there are other and deeper reasons. The crop which ranks second among the exports of the Philippines is, as has been said, sugar; and it would be difficult in any part of the world to find a considerable crop being produced in such plentiful and extravagant fashion as the Filipinos use in growing his sugar. It is ill-planted and badly grown, and so crude are the methods of extraction that it is said that on the average 60 per cent. of the juice is left in the *merges*, or waste, while such sugar as is ultimately exported is of the lowest degree of polarization known in commerce. It is hardly exaggeration to say that the most old-fashioned wind-power muscovado plant in Barbados is a marvel of efficiency compared to the crude methods generally employed by the Filipino sugar-planter.

The Spanish semi-feudal system, under which the peasant is little more than the serf of the *cajique* or local landholder, has through three centuries operated, on a people seemingly already indolent, to discourage thrift and laboriousness, and has destroyed the sense of independence or inclination to initiative in the people. *Cajique*, practically unmodified, remains the general condition in agricultural districts; and how it can be other than an extremely slow and arduous process to breathe a new spirit into the people and revolutionize the existing order it is difficult to see.

THE FILIPINO AS AN AGRICULTURIST.

Experience in other parts of the world suggests various possible courses. First and most desir-

able would seem to be the educating and uplifting of the individual of the peasant class, so as to create a body of progressive yeomen tenants; and this is what the Government is effecting at. What may be called the official policy at present is to begin by planting as large a number of individual farmers as possible on small independent holdings, a process made particularly difficult by the present faulty condition of all surveys, already referred to, and the uncertainty of titles. Concurrently with this process is going on the work of road-making, so that the farmer can have reasonable facilities of transportation. It is then hoped that, as the Filipino finds himself in new conditions and in touch with a larger world, his ambitions will be aroused, he will feel the promptings of new desires and will be self-impelled to labour and to live more thrifly.

The chief objections to the plan, apart from the necessary slowness of its fruition, are two-fold. First, as has been seen so far, the more the Filipino is educated the less he is inclined to labour or to a agricultural life. Secondly, a large proportion of the natives are physically incapable of hard or sustained labour. Investigations have shown that in many districts a simply appalling number of them are infected with intestinal parasites of a singularly disagreeable nature, which so sap their vitality as to render them positively unfit to do the work of an able-bodied man. This curse may largely be reduced in another generation by more healthy living, and especially by the substitution of artesian or other pure water for the present surface waters which constitute the common drinking supply. But this again is a slow process. One may hear, nor is it altogether a jest, how in some of the islands the natives will cultivate only the steeper slopes of the hills, where planting, hoeing, and weeding can be done without stooping.

NOT A WHITE MAN'S COUNTRY.

An alternative course suggests itself in the possibility of the introduction of American capital and American, or white, planters and agriculturists, who would themselves develop their own land and at the same time furnish object lessons to the Filipino. But it has come to be accepted as a maxim that it is not a country for the white agriculturist. Certainly there have been conspicuous examples of failure among Americans who have started themselves to make a career for themselves as Philippine planters. No less certainly, however, there are now not a few cases where the new-comers appear to be in a fair way to achieve success. Nor does it seem that there should be anything in the climatic or other conditions which make planting in the Philippines materially different from a similar life in, for instance, the West Indies. The West Indian negro landholder may be more ready to respond to the spirit of emulation furnished by the example of his white neighbour than is the Filipino. He may also be a "more satisfactory labourer." But neither fact can be held yet to have been fairly demonstrated; and it is curious that Filipinos are actually being imported as labourers into the Hawaiian Islands, where they seem to hold their own fairly in competition with Japanese and Portuguese as well as the native Hawaiians.

One is tempted to suspect that failures in the Philippines have rather been due to the inexperience of settlers accustomed to the widely different circumstances of farming in the United States than to any insuperable difficulties in the conditions themselves. Meanwhile, even as in other things, there enters the doubt of the permanence of American rule. It is not easy to secure outside capital for investment in agriculture in a land where the political future is as uncertain as it is in the Philippines.

THE IMPORTATION OF ASIATIC LABOUR.

The third obvious way to develop the resources of the country would be by the introduction of alien and presumably indentured labour. Official opinion is just now opposed to any such introduction. Chinese emigration, or more particularly the deportation of certain individual Chinese, is at the moment one of the lively political topics of the day; and it seems unwise that the violent anti-Asiatic sentiments of California and the Pacific Coast should be so strongly reflected in the Philippines, where the conditions are widely different. There is a strong undercurrent of sentiment in the commercial community in favour of the importation of some kind of Asiatic labour on a large scale. The feeling against the Chinese does not extend in the same degree to the natives of India; and if what was now going on in, for example, Trinidad and British Guiana was better understood, in the Philippines it is likely that we should soon see the native labour of India being imported on a large scale.

It must seemingly at best be a long time before the Filipino shows such improvement as to be a rascistial fit to do anything like justice to the possibilities of his country. Filipino labour, under tactful management, has been found excellent in certain industrial operations, and conspicuously in railway work, but it has not yet been made to give satisfaction in agriculture on any large scale. To one who does not share the Pacific Coast prejudices it seems that the importation of some Asiatic, and for preference Indian, labour in the near future was almost a necessity.

WEATHER REPORT.

On the 27th at 11.55 a.m.—The barometer has risen considerably in Japan, the depression having moved away over the Pacific.

Pressure has given way again in Vladivostok, another depression having appeared over E. Manchuria.

The highest pressure is shown over the Yangtze valley and the E. stern Sea.

Fresh or strong monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to day is as follows:

Hongkong & Neighbourhood N. winds, fresh;

Fornous Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Lantau Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.

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South coast of China between Same as No. 1.</

STRAITS SETTLEMENTS STOCKS AND SHARES RUBBER COMPANIES.

RUBBER COMPANIES.

Per value each share £1. Calls paid up are:-	Malayan Companies	Singapore Fraser & Co.'s Prices, Nov. 9	Dividends,	Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser & Co.'s Prices, Nov. 9	Dividends
16/- paid fy. "	Alor-Pongsu ..	1.5.6	50%	10	fy. paid 2/- fy. "	Malacca Ordinary ..	7.7.6
9/- fy. "	Anglo-Johore ..	1.5.6	50%	10	fy. "	Merlimau ..	6/6
17/6 fy. "	Anglo-Malay ..	1.5.6	50%	10	fy. "	Merton Syndicate ..	.....
Bakap ..	Bantong ..	17.10.0	70%	10	2/- fy. "	Mount Austin ..	.....
Batu Caves ..	Batu Kawan ..	5.0.0	10%	10	14/- fy. "	Narborough Est. ..	.....
Batu Tiga ..	Batu Tiga ..	3%	00	2/- fy. "	North Hummock ..	.....
Beranang Solangor ..	Beranang Solangor ..	10/-	10%	10	fy. "	Padang Jawa ..	5/6
Bernam Perak ..	Bukit Cloth ..	1.5.6	50%	10	10/- fy. "	Pandan Johore ..	.....
Do. Ordinary ..	Bukit Kajang ..	2.16.0	25%	10	12/6 fy. "	Pataling ..	3.1.6
Bidor ..	Bukit Mertajam ..	4/1	.....	10	17/6 fy. "	Pelepah (Johore) ..	8/10
B'lands Selangor ..	Bukit Rajah ..	16.10.0	25%	10	12/6 fy. "	Perak ..	.....
Bukit Selangors ..	Bukit Selangors ..	6.5.0	7½%	10	15/- fy. "	Peneiro Est. ..	10%
Castlefield ..	Chankut Salak-R. and Tin.	4/6	.....	10	16/- fy. "	Prye ..	.....
Chersonese ..	Chersonese ..	2.3.0	60%	10	2/- fy. "	Ratannif ..	2.0.0
Cheviot ..	Chota Rubber ..	2.3.0	51½%	10	15/- fy. "	Rembia ..	.....
Cicely Ordinary ..	Cicely Preferred ..	1.6.0	60%	10	fy. "	Rim ..	.....
Consol. Malay ..	Damansara ..	7.16.3	50%	10	16/8 fy. "	R. Est. of Krian ..	.....
Dennistown ..	Dennistown ..	13/6	16%	10	17/6 fy. "	R. of Johore ..	.....
Enbh. Selangor ..	Enbh. Selangor ..	13/6	30%	10	fy. "	Sagga ..	11.15.0
Fed. Selangor ..	Fed. Selangor ..	5.10.0	25%	10	2/- fy. "	Seafield ..	7.10.0
Gua Kee R. Est. ..	Goleonda ..	6.17.6	20%	10	21 fy. "	Selangor ..	3.5.6
Gtting (Malacca) ..	Golden Hope ..	5.11.0	20%	10	15/- fy. "	Soletar Rubber ..	.....
Golden Hope ..	Gula-Kalumpong ..	5.11.0	20%	10	16/- fy. "	Sempah ..	.....
H. and Lowlands ..	H. and Lowlands ..	14.0.0	100%	09	17/6 fy. "	Sendayan ..	1.10.0 pm
Ilich Kenneth ..	Ilich Kenneth ..	5.11.0	20%	10	12/6 fy. "	Seremban ..	5.0.0
Johore Para ..	Johore Para ..	9.10.0	20%	10	15/- fy. "	Serangoon ..	.....
Johore R. Lands ..	Killinghall ..	16/6	30%	10	17/6 fy. "	Shelford ..	3.16.6
Jong-Landor ..	Kinta Kellas ..	5/6 pm	15%	10	fy. "	Sigiilting (N. S) ..	2.16.6
Jugra (Ordinary) ..	Kinta Kellas ..	5/6 pm	15%	10	2/- fy. "	Singapore Para ..	8/-
Juru Estates ..	Kinta Kellas ..	5/6 pm	15%	10	15/- fy. "	Straits (Bertam) ..	17½%
K'pong Kuantan ..	Kinta Kellas ..	5/6 pm	15%	10	16/- fy. "	Strathmore R ..	.....
Kamuning "A" ..	Kinta Kellas ..	5/6 pm	15%	10	17/6 fy. "	Sungai Bahru ..	.....
Do. "B" ..	Kinta Kellas ..	5/6 pm	15%	10	12/6 fy. "	Sungai Choh ..	5.2.6
Kapit Para ..	Kinta Kellas ..	5/6 pm	15%	10	15/- fy. "	Sungai Kapar ..	15/3
Kellas ..	Kinta Kellas ..	5/6 pm	15%	10	17/6 fy. "	Sungai Kritis ..	.....
Kepoh ..	Kinta Kellas ..	5/6 pm	15%	10	12/6 fy. "	Sungai Liang ..	.....
Killinghall ..	Kinta Kellas ..	5/6 pm	15%	10	15/- fy. "	Sungai Salak ..	4.11.6
Kinta Kellas ..	Kinta Kellas ..	5/6 pm	15%	10	17/6 fy. "	Sungai Way ..	6.5.0
Klantung ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Tangkah ..	.....
Klian-Kellas ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	Third Mile ..	.....
Kota Tinggi ..	Klantung ..	5/6 pm	15%	10	16/- fy. "	Tremelby ..	.....
Khota Tampan ..	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Utd. Sua Betong ..	.....
Krubong ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Val d'Or Est. ..	.....
Kuala Klang ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	Vallambrosa ..	2.1.0
Kuala Lumpur ..	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Trust and Finance Companies.	250%
Kuala Pahit ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Anglo-Straits R. T. ..	.....
Kuala Selangor ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	Eastern Interact. Trust ..	20%
Labu ..	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Mid-East Invest ..	.....
Lanadron ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Rubber Plants. Inves. Trust ..	20%
Ledbury ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	R. Share Trust ..	.....
Lendu ..	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Strait. M. & Trust ..	.....
Linzgi ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	India, Ceylon, Borneo, Java and Sumatra.	.....
Lon Lon Asiatic ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	Anglo-Java ..	.....
Lumut Est. ..	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Asahan (Sumatra) ..	.....
Marlingley Est. ..	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Bangawan R. ..	.....
Malacca 7½% Cum. Participating Pref ..	Klantung ..	5/6 pm	15%	10	15/- fy. "	Beaufort ..	.....
13/- fy. "	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Central Sumatra ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Indian Peninsula ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	15/- fy. "	Java Analgam ..	.....
15/- fy. "	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Kimanis ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Langkon ..	.....
15/- fy. "	Klantung ..	5/6 pm	15%	10	15/- fy. "	Manchester ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Nirmala (Java) ..	.....
15/- fy. "	Klantung ..	5/6 pm	15%	10	12/6 fy. "	Pontianak ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	15/- fy. "	Sumatra Para ..	11.9
13/- fy. "	Klantung ..	5/6 pm	15%	10	17/6 fy. "	Sumatra Props. ..	.....
2/- fy. "	Klantung ..	5/6 pm	15%	10	12/6 fy. "	United Serdang ..	6.0.0
2/- fy. "	Klantung ..	5/6 pm	15%	10	15/- fy. "	Utd. Sumatra ..	9/6
15/- fy. "	Klantung ..	5/6 pm	15%	10	17/6 fy. "	33½%	20%

SHIPPING IN PORT

STEAMERS

AMIGO, German str., 822, W. Langschwager,
17th Dec. — Swatow 16th Dec., General—
Jebsen & Co.

ANTUNG, Norwegian str., 904, Ole. O. Daliu,
20th Dec. — Dalny 14th December, Beans—
Cornable &ckford & Co.

BENVORLICH, British str., 2,146, Ca'ley, 25th
Dec. — Singapore 18th Dec., General—
Gibb, Livingston & Co.

BOMBAY MARU, Japanese str., 3,398, J. Tera-
naka, 26th Dec. — Singapore 18th Dec.,
General — Nippon Yusen Kaisha.

CHANGCHOW, British str., 1,214, F. Boyd, 20th
Dec. — Dalny, Cho-foo and Weihaiwei 14th
Dec., General — Butterfield & Swire.

CHEONGSHING, British str., 1,220, V. M. Liddell,
24th Dec. — Tientsin and Tsingtau 16th
Dec., General — Jardine, Matheson & Co.

CHINOTUFU, Norwegian str., 1,759, A. Rjoss,
11th Dec. — Swatow 10th December.

CHINHUA, British str., 1,215, Benson, 11th Dec.
— Shanghai 8th Dec., General — Butterfield
& Swire.

CHINKIANG, British str., 1,229, Kay, 16th Dec.
— Tsingtau 12th Dec., General — Butter-
field & Swire.

CLARA-JEBSEN, German str., 1,103, Bendixen,
20th Dec. — Swatow 19th Dec., Ballast—
Jebsen & Co.

DAIKA MARU, Jap. str., 1,730, H. Kobayashi,
17th December Wakumatsu 11th Dec.,
Coal — Misan Hishi Goshi Kwaisha.

E. FRANZ FERDINAND, Austrian str., 3,845,
R. Cobol, 24th Dec. — Shanghai 22nd Dec.,

KAWACHI MARU, Japanese str., 3,782, H. Petersen 25th Dec.—Shanghai 22nd Dec., General—Nippon Yosen Kaisha

KEONGWAI, German str., 1,115, J. Koehler, 23rd December—Singapore via Hoibow 22nd Dec., Wood—Butterfield & Swire.

KIANG PING, Chinese str., 1,100, Udden, 10th Dec.—Wuhu 4th Dec., General—Chinese.

KOWLOON, German str., 1,487, A. Enigk, 12th Dec.—Wuhu and Chinkiang 6th Dec., Rice—Hamburg-Amerika Linie.

KUEICHOW, British str., 1,219, Hooker, 25th Dec.—Shanghai 22nd Dec., General—Butterfield & Swire.

KWANGLEE, Chinese str., 1,468, Lincoln, 21st Dec.—Shanghai 18th December, General—C. M. S. N. Co.

KWANGSE, British str., 1,228, P. Cole, 12th Dec.—Chefoo 7th Dec., General—Butterfield & Swire.

LIANGCHOW, British str., 1,215, H. Harder, 11th Dec.—Tientsin, Chefoo, Weihaiwei and Swatow 10th Dec., General—Butterfield & Swire.

LOCKSUN, German str., 1,020, W. Taubert, 2nd December—Bangkok 25th November, Rice and Meal—Butterfield & Swire.

LOONGSANG, British str., 1,093, F. Wheeler, 20th Dec.—Manila 17th Dec., General—Jardine, Matheson & Co.

MANDASAN MARU, Japanese str., 3,245, P. Ohta, 24th Dec.—Mukk 19th Dec., Coal—Mitsui Bussan Kaisha.

MARIE, German str., 1,169, Christiansen, 19th Dec.—Saigon 13th Dec., Rice and Flour—Order.

MAUSANG, British str., 1,126, G. W. Weigall, 21st Dec.—Sandakan 14th Dec., Timber—Jardine, Matheson & Co.

MEEROO, Chinese str., 1,339, J. Halkat, 23rd Dec.—Shanghai 21st December, General—C. M. S. N. Co.

MICHAEL JEBSEN, German str., 960, J. Petersen, 25th Dec.—Haiphong and Hoibow 24th Dec., General—Jebsen & Co.

MUSET, British str., 2,319, Head, 18th Dec.—Tarakan, 12th Dec., Liquid Fuel—Asiatic Petroleum & Co.

NANSHAN, British str., 1,299, Wawn, 24th Dec.—Saigon 19th Dec., Rice and Meal—Bradley & Co.

NIPPON MARU, Japanese str., 3,452, H. S. Smith, 20th December—San Francisco 22nd Nov., General—Toyo Kaisen Kaisha.

OANFA, British str., 5,813, W. Cope Lyett, 25th Dec.—Liverpool 13th Dec., General—Butterfield & Swire.

ONSANO, British str., 1,737, E. J. Buller, 26th Nov.—Changwangtow 19th Nov., Coal—Jardine, Matheson & Co.

PAKHOI, British str., 1,226, Gibb, 25th Dec.—

SAMBEN, German str., 1,234, Petersen, 9th Dec.—Bangkok and Swatow 8th Dec., Rice and Teakwood—Butterfield & Swire.

SCHUYLKILL, British str., 2,343, Smith, 20th Dec.—New York 20th Oct., and Haiphong 14th Dec., Kerosene Oil—Standard Oil Co.

SEANGBEE, British str., 3,843, J. Travis, 26th Dec.—Amoy 25th Dec., General—Chinese.

SEATTLE MARU, Japanese str., 3,832, T. Saitow, 19th Dec.—Manila 17th Dec., General—Osaka Shosen Kaisha.

SCANDIA, German str., 2,855, Von Dohren, 14th Dec.—Singapore 7th December, General—Hamburg-Amerika Linie.

SHANSI, British str., 1,228, Pottinger, 17th Dec.—Swatow 16th Dec., General—Butterfield & Swire.

SHAOHSING, British str., 1,307, H. A. Wavell, 24th Dec.—Hongay 21st Dec., Coal—Butterfield & Swire.

SHENGKING, British str., 1,044, Cowan, 16th December—Amby 15th December, General—Butterfield & Swire.

SIAM, British str., 910, R. A. Binns, 25th Dec.—Singapore 15th Dec., Petroleum—Asiatic Petroleum & Co.

SINK, British str., 3,231, Atkinson, 17th Dec.—Shanghai 10th and Foochow 14th Dec., General—Dodwell & Co.

TATONG, Chinese str., 900, Solimeneij, 20th Dec.—Wuhu 16th Dec., Rice and General—Chinese.

TELENA, British str., 2,768, Stratton, 27th Nov.—Balik Pappan 19th Nov., Kerosene Oil—Asiatic Petroleum & Co.

TITAN, British str., 5,716, H. W. N. Evans, 25th Dec.—Tacoma via ports 30th Nov., Flour, Lumber and Salmon—Butterfield & Swire.

TSINANFU, Norwegian str., 1,460, W. Juliessen, 23rd Dec.—Swatow 22nd Dec., Ballast—Wallein & Co.

ULV, Norwegian str., 882, J. Pedersen, 2nd Dec.—Dalny 24th Nov., Beans—Asgaard Thoresen & Co.

VORONEJ, Russian str., 3,278, W. Babicuk, 26th Dec.—Singapore, General—Russian Volunteer Fleet.

WUHU, British str., 1,227, J. Meathol, 27th Nov.—Chefoo 22nd November, General—Butterfield & Swire.

YUNNAN, British str., 1,026, Owen, 15th Dec.—Hongay 12th Dec., Coal—Butterfield & Swire.

ZAFIRO, American str., 2,503, E. Rice, 25th Dec.—Cebu, Iloilo and Manila 22nd Dec., General—Shewad, Tomes & Co.

SAILING VESSEL.

JUTEOPOLIS, British 4-masted barque, 2,532, F. Downs, 16th Nov.—New York 16th June, Case oil—Standard Oil Co.

**VISITORS TO CANTON,
Should Purchase
"FROM HONGKONG TO CANTON,"**

BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.
Price \$1.75

AVERAGE MARKET PRICES

December 22nd, 1910

The Prices are given in Dollar Cents.

鳳梨 Pineapple Cooking only...2ad	—	Virago, torpedo-boat destroyer, 373 tons, 6 guns
大蕉 Tai Tsui—Plantain	3	6,300 i.h.p., Lieut.-Comdr.-Adair-Hall, Hongkong.
蘆筍 Luk Yau—Puerh, Amoy ... each	—	Waterwitch, surveying ship, 620 tons, 450 h.p.
柚 Chaim Lo Luk Yau—Pomelo, Sain., 14	—	Lieut.-Comdr. R. L. Handbook, en route to Hongkong.
核桃 San Hop Lo—Walnut, Fresh, lb.	12	Whitiaz, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.
綠茶 Hop Lo—Walnut, Green	—	Widgeon, gunboat 195 tons, 2 guns, 800 h.p.
上海 Lo Kwat	—	Lt.-Comdr. M. H. Wilding, Yangtze.
韭菜 Vietao Lui, da.	—	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.
上海葉 Shanghai Ya—Chi Chuk—	—	Lieut.-Comdr. B. R. Brooks, Yangtze.
上海筍 Artichoke, Shanghai	7	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.
筍 Loong Soo Tsai—Leekparagus	10	
筍 Chuk Sheu—Bamboo Shoots, lb.	—	
豆芽 Ngai Tsui—Beans Sprout	1	
豆芽 Tau Kok— " Long	10	
豆芽 Min Tau— " Broad	—	
豆芽 Pin Tau— " Fresh, S'hai	7	
豆豆 O Moon Bin Tau—Beans, Mattos (French)	10	
芋头 Huang tau Tsai—Bootroot	—	
芋头 Kau Sui—Cana	8	
芋头 Tsing Ko—Bamboo Shoots	4	
芋头 Yuen Ke— " Red	—	
菜白 Pak Ts'oi—Brassica	—	
菜心 Kai Ts'oi—Cabbage Chinese	2	
上海筍 Shai Kai Ts'oi—, Shanghai	6	
菜心 Kam Shan—Carrots	3	
花椰菜 Ye Ts'oi Fa—Cauliflower... each	6	
花椰菜 Tai Ye Ts'oi Fa— " Large Steer	12	
花椰菜 Chuang Ye Ts'oi Fa—Cauliflower.	—	
毛豆 Moi Shao	8	
菜心 Cai Ts'oi—Colony, China	1b.	
菜心 Yeung Cai Ts'oi—Celeri, Eng.	6	
苦瓜 Fu Kwa—Bitter Squash	10	
辣椒 Kon Lai Chiu—Chillies, Dried	10	
辣椒 Ts'ing Lai Tsai—Chillies, Green	7	
辣椒 Hung Fa Tsin—Chillies, Red	7	
黄瓜 Te'ing Kwa—Cucumbers	2	
芥末 Ka Li Ts'oi Liu—Curry Stab, English	3	
蒜 Shuen Fan—Garlic	6	
姜 Lo Keung—Ginger, old	8	
姜子 Tsu Keung—Ginger, young	3	
青豆 Te'ing Tso—Green Peas	12	
豆干 Kan Lai—Dried Bean, S'hai	15	
玉米 Suk Mai—Sweet Corn	4	
生菜 Young Shang Ts'oi—Lettuce	1b.	
蜜瓜 Musli Melon	—	
蘑菇 Shang Ts'oi Ku—Mushrooms, fresh	1b.	
蔥 Young Ts'ung Tan—Onions, Bombay	7	
蔥 Shang Ts'ung—Onions, Green	4	
日本蔥 Yat Pun Ts'ung Tsai—Onions, Japanese	—	
上海蔥 Shanghai Ts'ung Tan—Onions, Shanghai	5	
蘿蔔 Mo ka—Okroos	3	
西洋芹 Young Yuen Si—Parsley, Eng.	1	
福州蔥 Foochow Shu Tsai—Onions, Foochow	2	
土豆 Shanghai Shu Tsai—Potato, Shanghai	—	
日本土豆 Yat Pun Shu Tsai—Potatoe, Japanese	—	
馬鈴薯 O Mun Shu Tsai—Potatoe, Macao	—	
洋芋粉 Fa Ke Nhu Tsai—Potatoe, American	—	
洋芋粉 Fan Shu—Potatoes, Sweet	—	
冬瓜 Tung Kwa—Pumpkin	3	
芥菜 Chui Tsai Ts'oi—Purslane	—	
白蘿蔔 Huang Lo Pak Tsai—Radish	3	
芥藍 Kon Ts'ung Tsai—Savolate	6	
芥藍 Yin Ts'oi—Spinach	4	
蕃茄 Fa Cau—Tomatoe	3	
蕃茄 Fan Ke—Tomatoe	6	
莧 Lo Pak—Spinach Chinese	2	
角瓜 Tau Kok	—	
百合 Liao Ngau—Lily Root	6	
圓頭 Yeung Lo Pak—Turnips, Eng.	2	
角瓜 Leit Kwa—Vegetable Marrow	3	
花生 Ma T'ai—Water Chestnuts, Common	4	
馬來水 Kwei Lam ja Tai—Water Chestnuts, Mandarin	6	
水菜 Sai Yung Ts'oi—Water Cresses	6	
水菜 Tai tsai—Yams	4	
水菜 Sago	8	
The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.		
W. BOWEN-ROWLANDS, Secretary, Sanitary Board		

EMBASSY OF WAR ON THE CHINA AND JAPAN STATION.

BRITISH		BEKANNTMACHUNG.
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Act.-Comdr. P. H. Noble, M.V.O., Hongkong.		DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihow werden im Jahre 1911 durch den
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Hongkong.		"OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.		KAISERLICH DEUTSCHE KONSULAT.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. G. Washington, Shanghai.		Pakhoi, den 20. Dezember 1910. 1433
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. E. H. Donovan, Shanghai.		
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.		
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.		
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong.		
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr.-Admir.-Hall, Hongkong.		
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Shanghai.		
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Guy, V.O., Hongkong.		
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Monroe, Hongkong.		
ON SALE.		
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG		
For Demand Drafts on London on the day or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years From 1874 to 1909.		
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.		
HONGKONG TIDE TABLE.		

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2	0	6	0	0	0	0	0
0	6	0	0	0	0	0	0
9	4	2	1	0	0	0	0
2	1	0	0	0	0	0	0

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.15	30.26	30.19
Temperature	63	65	63
Humidity	33	23	31
Wind Direction	East	East	East
Force	3	2	3
Weather	b	c	o
Rain	—	—	—

THE YOUNG REVOLUTIONARY.

[BY DION CLAYTON CALTHROP, IN THE DAILY TELEGRAPH.]

"My son," said the Benevolent Gentleman, cutting the end of a cigar, "you are to be my Politician."

"Yes, father," replied the Dutiful Child.

"You are to become One of our Peers," the Benevolent Gentleman continued, "I have finished his port."

"I should like to be that, father," the Dutiful Child answered.

"I will teach you," said his father, lighting the cigar and sitting back in his comfortable chair.

"I desire nothing else," replied the Truthful One.

"Have you strong lungs?" the father inquired anxiously.

"The Clouds have given vent to a piercing yell."

"Excellent," said the father, taking a glass of Brandy.

"That will carry you far, father!"

"My son," said his father, "there are comfortable berths to be had by shouting for them. Do not fail to secure a good income. My son, while you shall tears for the poor remember to feather your nest. I myself—he paused here with a look of modest triumph—"I myself am what is called a Demagogue. It has paid me very well. I make five thousand a year out of it. A glass of port?"

"Thank you, father."

"And now," said the Fond Parent. "I will give you a little instruction. Let me hear your views on the Aristocracy."

The boy stood up and, placing one hand on his heart, began mildly: "The ancient Institution of Hereditary Peers is losing a certain amount of its genuine usefulness."

The Benevolent Gentleman gasped. "Good Heavens," he cried. "That's not good. Listen to me. First assume a slightly humorous expression, as if the whole subject was of no importance. Then lash yourself into a fury—make believe, of course. Listen to me, and observe my manner."

He stood up, tugged his hair, and waved his arms. "Brothers," he cried, "what is this dirty old bag of tricks that stinks in the nostrils of every decent man? Golf playing, motor-car riding, wastrels of a nation's time. I have robbed them to fill your mouths. Down with everything that has the swollen pride of ancestry and tradition. Down with Poetry, down with Good Manners, down with Breeding, Courtesy, Chivalry, and Country Houses, for these are the attributes of the blighted swines who pauperise our country to-day."

His son stood watching him amazed. "But, father," he said, "what does that mean?"

"Mean," cried his father. "Do you expect it to mean anything?"

His son was abashed. "Father," he said, "I beg your pardon."

"Youth," said his father kindly, "I accept your apology. But you must learn—

"But, father," said the Truthful Child, "you play golf yourself, and you have a motor-car and a house in the country, and yet—and yet the other side does not call you a waster."

"My boy," said the Benevolent Gentleman, "I merely say those things in order to wake up the worst instincts of the people. I do not reason with them; I stir them up."

"But, father," said the boy, "do you believe what you say?"

The Successful Politician shook his head sadly. "I fear," he said, "that you have been well brought up. Yet I sent you to the worst Board School I could in order that you might hate those who went to better ones."

The Truthful Child hung his head.

"Do you know any history?" said his father sternly.

"The lad humbly confessed that he did."

"Ah," said his father thoughtfully, "that is bad, yet not as bad. A clever distortion of historical facts has great influence sometimes. Tell me, what do you think of those who robbed and destroyed the monasteries?"

"They did," said the boy proudly, "exactly what you are trying to do now to the estates of the landowners."

"Hush," cried his father, glancing fearfully at the door, "never speak the truth, my child. It will not do. Now let your Board School know you might be to one of your school friends who had done you a bad turn. Let me hear you."

The obedient boy thrust his head forward and put out his tongue. "You swab," he screamed, "you dirty dog. What do you mean by coming here with your swagger, you gutter of?"

He panted, exhausted, and his father rose again from his comfortable chair. "Excellent," he said. "I shall make an orator of you after all. That's the spirit, my lad. Let 'em have it. And now, my son, tell me what you think of the British workmen."

"I think," said the Truthful Child, "that if he saved the money he spent in drink he'd be better off when he was out of work."

His father paled visibly. "Terrible," he exclaimed, mopping his brow. "Terrible. Never say that again if you want to get on. You must draw a picture of him oppressed by every evil of the other side. You must call him friend and brother, and invite him to throw stones at politicians and Peers. Never be weak, my son; never see a just in the man who is going to raise a riot. Tell them that you will give them all they ask. Tell them that you will insure them against work."

"But, father," said the boy, "what happens if you don't do what you promise?"

The Benevolent Gentleman smiled. "Promise them something else," he said; "and if that doesn't do, shout. Down with Something. Encourage their genius for destruction. Lead the mob, my boy, don't follow it. Believe in yourself and they will believe in you. They hate paying rent, so cry. Down with landlords. They hate knowing anyone is better than they are, so cry. Down with the Lords."

"But, father," said the Irritating Child, "you can't always be down with everything. You must be up with something sometimes."

The father tapped his chest knowingly. "Up with me," he said. "I have a lot of snubs and cold shoulders to avenge, and I'm going to avenge them. I'll hit 'em on the raw. I'll catch 'em where they live. I'll make many remarks about their matrimonial affairs and their private lives."

"Don't you like old institutions, father?" asked the Artless One. "Isn't there any good in things it has taken the wisdom of ages to build? Aren't any well-born people truthful or sincere, or capable?"

His father gasped. "My dear, dear child," he said, "don't you know that I have all these thoughts like poison? I abhor tradition, and I loathe anything above by understanding. Mind you, I have ideas, but as to the wisdom of ages—pouf! it's so much dry rot. This country is full of fine things, but they are in my way. You must learn to popular, my son. You must learn the secret of spreading discontent and of rousing wild natures."

"Strike and Hunger Marches," murmured the Simple Child.

"Tut!" said his Fond Parent. "It is to turn their attention away from these awkward things that I invented the cry of Down with Everything. If I had an axe," he muttered,

"I suppose you are very successful," said the boy.

"I appeal to the imagination," he answered. "I could do it just as well on the other side—but, I think. They have all the advantages, all the things that Englishmen really love, the ancient home, the old rules and ceremonies, the carefully tended estates, all the things England has fought for, spent her children's blood to acquire. A Constitution built of brains and brawn. How well I could use all that for catch phrases. But I don't belong to the class," he said savagely, "so I have to fall back on my native wit. There, that is weakness. Now, my son, leave me to my second cigar, and learn these phrases I have written out for you, they will be useful. And remember my rule. If anyone asks you a serious question and you can't find a way out of it make fun of it, make fun of anything, get your laugh and your tears and you'll get your power. See here are the phrases. This cancer at the heart of England. The ancient glories crumbling to decay. If you can't get them to listen to you break their windows. Are we to live at the mercy of a handful of hunting Squires? There are plenty more there, my boy."

"Thank you, father," said the boy, taking the paper and making his way to the door.

"That's right, my lad. And now when you grow up you will become a rich man."

"Father," said the Free Truthful One from the doorway. "I think I'd like to be a Conservative."

Then he slammed the door quickly and looked it on the outside. There was no need for this precaution, however, for at the word "Conservative" his father had fainted.

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SHIPPING.

ARRIVALS.

ALDENHAM, British str., 2,400. Guissons, 27th Dec.—Australia via Manila 24th, Dec., General Gibb, Livingston & Co.

BUJIN MARU, Japanese str., 1,300. S. Yamano, 25th Dec.—Shanghai and Swatow 24th Dec., General Osaka Shonen Kaisha.

GLENFALLOCH, British str., 1,434. J. Macson, 25th Dec.—Singapore 17th Dec., General—Tok Sing.

HANGANG, British str., 1,356. Spencer Wilde, 27th Dec.—Shanghai and Swatow 26th Dec., General—Jardine, Matheson & Co.

KALAN, British str., 1,143. D. R. Davies, 27th Dec.—Shanghai 23rd Dec., General—Butterfield & Swire.

KIUKANG, British str., 1,234. Robertson, 27th Dec.—Wakamatsu 21st December, Coal—Butterfield & Swire.

PHENANG, German str., 1,021. Von Mangelsdorf, 25th Dec.—Bangkok and Swatow 24th Dec., Timor—Butterfield & Swire.

PRINZ LUDWIG, German str., 5,704. F. V. Binsz, 27th Dec.—Yokohama 17th Dec., General—Molchers & Co.

SIGNAL, German str., 908. J. Loverson, 27th Dec.—Swatow 26th December, General—Jolzen & Co.

SUMOTOKU MARU, Japanese str., 146. S. Morimoto, 27th Dec.—Takao, General—Order.

VESTFOLD, Norwegian str., 1,172. Bortelsen, 26th Dec.—Bengkrik 16th Dec., General—Aagaard, Thorsen & Co.

YUNNAN, British str., 1,102. P. H. Rolfe, 27th Dec.—Mandai 24th Dec., General—Jardine, Matheson & Co.

SHIPPING REPORTS.

The British str. *Kalgan* reports: Moderate monsoon weather and slight sea.

VESSELS EXPECTED.

THE INDIAN MAIL.

The Apac sir. *Catherine* from Calcutta, left Singapore on the 21st instant afternoon, and may be expected here to-day.

The Indo-China str. *Fookang* left Calcutta for the Straits and Hongkong on the 18th inst., and is due here on or about the 3rd prox.

THE GERMAN MAIL.

The I.G.M. str. *Buelow*, carrying the German Mail with dates from Berlin of the 30th ult., left Singapore on the 25th inst., at 8 a.m., and may be expected here to-morrow at midnight.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C., on the 10th inst. p.m. for Hongkong via usual ports of call.

THE FRENCH MAIL.

The M.M. str. *Caledonia*, with the French Mail of the 4th inst., and mails from London of the 5th inst., left Singapore on the 27th inst., at 6 a.m., and is expected to arrive here on the 2nd prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Piern Waldemar* left Sydney on the 17th inst., at 11 a.m., and may be expected here on or about the 8th prox.

The E. & A. str. *Empire* left Sydney on the 21st inst. for this port, via Queensland Port, Port Darwin and Madras.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Siberia* will leave Manila on the 28th instant, and is due to arrive at Hongkong on the 30th inst., at 6 a.m.

The P. M. S.S. Co. str. *China* sailed from Yokohama on the 26th inst., and is scheduled to arrive at Hongkong on the 3rd prox.

The P. M. S.S. Co. str. *Manchuria* was dispatched from San Francisco on the 13th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 9th prox.

MERCHANT STEAMERS.

The M.M. str. *Meicam* is expected to arrive here to-day.

The O.S.K. str. *Mexico Maru* from Tacoma, arrived at Yokohama on the 14th inst., and is expected to arrive here to-morrow.

The American & Manchuria Line's str. *Kioto* may be expected here to-morrow.

The H.-A. Line's str. *Starion* left Singapore on the 24th instant, and may be expected here on or about the 3rd inst.

The N.Y.K. str. *Koya Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 21st inst., and is expected here on the 2nd prox.

The N.Y.K. str. *Bingo Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 16th instant, and is expected here on the 5th prox.

The T.K.K. str. *Kiyo Maru* left Callao for this port via Mexican ports, Honolulu, and Japan ports, on the 30th ult.

The P. & A. S.S. Co.'s str. *Strathfillan* sails from Portland on the 15th instant, via Japan ports.

The O.S.K. str. *Chicago Maru* left Victoria, B.C., for this port via Japan and Manila on the 15th instant, and is expected to arrive here on the 13th prox.

The str. *Glenarvel* left London on 25th ult., and is due here on or about 15th prox.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVAHNA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from the str. *Bombay*, &c., on SATURDAY the 7th January, 1911, at NOON, taking passengers and cargo for the above ports in connection with the Company's str. "MOOLAN," 10,000 tons, from Colombo, passengers' accommodations in which vessel is secure before departure from Hongkong.

Goods and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be convoyed via Bombay by the E.M.S. "CALEDONIAN," due in London on the 18th February, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 27th December, 1910.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbor has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & BIZ.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit str.	—	A. G. Cubitt, R.N.E.	P. & O. S. N. Co. ...	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit str.	—	A. E. Baker ...	P. & O. S. N. Co. ...	About 2nd Jan.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit str.	—	W. Barrett ...	JARDINE, MATHESON & CO., LTD.	About 10th Jan.
LONDON & ANTWERP	PEMBROKESHIRE	Brit str.	—	R. Hayes ...	JARDINE, MATHESON & CO., LTD.	About 2nd Feb.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit str.	—	H. Powell ...	P. & O. S. N. Co. ...	On 7th Jan. at Noon
COPENHAGEN & BALTIK PORTS	SWEDEN	Swed str.	—	Giratenbräu ...	MELCHERS & CO.	Above middle of Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRITANNIA	Gen str.	—	Mans ...	HAMBURG-AMERIKA LINIE	On 11th Jan.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Gen str.	—	v. Döhren ...	HAMBURG-AMERIKA LINIE	On 3rd Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Gen str.	—	Peter ...	HAMBURG-AMERIKA LINIE	On 15th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Gen str.	—	Barillon ...	HAMBURG-AMERIKA LINIE	On 1st Feb.
MARSEILLES, &c., VIA PORTS OF CALL	VILLE DE LA CIOTAT	Frzn str.	—	MESSAGERIES MARITIMES ...	MISSAGERIES MARITIMES	On 3rd Jan. at 1 P.M.
LIMA	KAGA MARU	Jap str.	—	M. Hagiino ...	NIPPON YUSEN KAISHA	On 4th Jan. at D'light
MANSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUJIMA MARU	Jap str.	—	Wm. Thompson ...	NIPPON YUSEN KAISHA	On 18th Jan. at D'light
MANSEILLES, LONDON & ANTWERP	SAXONIA	Gen str.	—	Bahle ...	HAMBURG-AMERIKA LINIE	On 23rd Jan.
MANSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap str.	—	N. Mathieson ...	NIPPON YUSEN KAISHA	On 1st Feb. at D'light
MANSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Gen str.	—	F. v. Binsz ...	MELCHERS & CO.	To-day at Noon.
NEW YORK VIA PORTS & SUZU CANAL	E. F. FERDINAND	Ans str.	—	C. Cobel ...	JARDINE, MATHESON & CO., LTD.	On 29th inst., P.M.
MARSEILLES, LONDON & ANTWERP	INVERCLYDE	Brit str.	—	J. C. Alexander ...	SHEWAN, TOME'S & CO.	About 29th inst.
MANSEILLES, LONDON & ANTWERP	INDIASAMMA	Am str.	1 m.	... ...	CANADIAN PACIFIC R. CO.	On 21st Jan.
MANSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit str.	2 m.	... ...	CANADIAN PACIFIC R. CO.	On 14th Jan. at 7 A.M.
MANSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit str.	—	... ...	OSAKA SHOSEN KAISHA	On 25th Jan. at Noon.
MANSEILLES, LONDON & ANTWERP	ATLANTIC MARU	Jap str.	—	... ...	OSAKA SHOSEN KAISHA	To-day at Noon.
MANSEILLES, LONDON & ANTWERP	SAKONIA	Gen str.	—	K. Kawara ...	NIPPON YUSEN KAISHA	On 3rd Jan. at Noon.
MANSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap str.	—	K. Sato ...	NIPPON YUSEN KAISHA	On 31st Jan. at Noon.
MANSEILLES, LONDON & ANTWERP	PRINZ LUDWIG	Gen str.	—	F. S. Cowley ...	DODWELL & CO., LTD.	On 17th Jan.
MANSEILLES, LONDON & ANTWERP	INVERCLYDE	Brit str.	—	... ...	TOYO KISEN KAISHA	On 21st Jan.
MANSEILLES, LONDON & ANTWERP	INDIASAMMA	Am str.	—	... ...	TOYO KISEN KAISHA	On 31st inst., at 1 P.M.
MANSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit str.	—	... ...	PACIFIC MAIL S.S. CO.	On 7th Jan. at 1 P.M.
MANSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit str.	—	... ...	PACIFIC MAIL S.S. CO.	On 14th Jan. at 1 P.M.
MANSEILLES, LONDON & ANTWERP	ATLANTIC MARU	Jap str.	—	... ...	MELCHERS & CO.	On 31st inst., at D'light
MANSEILLES, LONDON & ANTWERP	SAKONIA	Gen str.	—	... ...	BUTTERFIELD & SWIRE	On 13th Jan. at 4 P.M.
MANSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap str.	—	... ...	BUTTERFIELD & SWIRE	On 20th Jan., at Noon
MANSEILLES, LONDON & ANTWERP	PRINZ LUDWIG	Gen str.	—	... ...	BUTTERFIELD & SWIRE	On 17th Feb., at Noon
MANSEILLES, LONDON & ANTWERP	INVERCLYDE	Brit str.	—	... ...	BUTTERFIELD & SWIRE	About 10th Jan.
MANSEILLES, LONDON & ANTWERP	INDIASAMMA	Am str.	—	... ...	BUTTERFIELD & SWIRE	On 5th Jan. at 5 P.M.
MANSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit str.	—	... ...	BUTTERFIELD & SWIRE	On 18th Jan. at Noon
MANSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit str.	—	... ...	BUTTERFIELD & SWIRE	On 24th inst.
MANSEILLES, LONDON & ANTWERP	ATLANTIC MARU	Jap str.	—	... ...	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANSEILLES, LONDON & ANTWERP	SAKONIA	Gen str.	—	... ...	BUTTERFIELD & SWIRE	On 30th inst. at Noon
MANSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap str.	—	... ...	BUTTERFIELD & SWIRE	On 30th inst. at Noon
MANSEILLES, LONDON & ANTWERP	PRINZ LUDWIG	Gen str.	—	... ...	BUTTERFIELD & SWIRE	On 3rd Jan.
MANSEILLES, LONDON & ANTWERP	INVERCLYDE	Brit str.	—	... ...	BUTTERFIELD & SWIRE	On 11th Jan.
MANSEILLES, LONDON & ANTWERP	INDIASAMMA	Am str.	—	... ...	BUTTERFIELD & SWIRE	On 18th Jan.
MANSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit str.	—	... ...	BUTTERFIELD & SWIRE	On 25th Jan.
MANSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit str.	—	... ...	BUTTERFIELD & SWIRE	On 30th Jan.
MANSEILLES, LONDON & ANTWERP	ATLANTIC MARU	Jap str.	—	... ...	BUTTERFIELD & SWIRE	On 3rd Feb.
MANSEILLES, LONDON & ANTWERP	SAKONIA	Gen str.	—	... ...	BUTTERFIELD & SWIRE	On 10th Feb.
MANSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap str.				

